Bight lines or less constitute a square. Advertisements should be handed in by twel-p'clock, m.

BAILROADS. BALTIMORE AND OHIO BAILROAD.

WARRINGTON, Dec. 3, 1865,
Trains between WASHINGTON and BALTIMORE, and WASHINGTON AND THE WEST,
are now Ten as follows, vis:
FOR BALTIMORE.
Leave daily, except Benday, at 6.20, 8.00, and
11.10 s. m., acd 3.00, 4.30, 7.30 and 9.00 p. m.

FOR ALL WAY STATIONS. Leave daily, except Sunday, at 6 20 a. m. and 00 p. m. FOR PRINCIPAL WAY STATIONS, vis; Bladensburg, Bellaville, Laurel, Annapolis anction, and Relay House, leavest 6.30 and 8.00 m., and 1.00 and 4.30 p. m. daily, except Sun-

FOR ANNAPOLIS.

Leave at 6 20 and 8 00 s. m., and 4 30 p. n daily, except Sunday. No train to or from An

ON SUNDAY.

FOR BALITIMOR.

Leave at 8.00 a.m. and 4.30, 7.30 and 9.00 p.

FOR WAY STATIONS.

Leave at 8.00 a.m. and 3.00 p. m.

Leave daily, except Sunday, at 7.30 a.m. at
2.00 p.m.

Leave daily, except Sunday, at 7.30 a. m. and 9.00 p. m. On Sunday, at 9.00 p. m. only, connecting at Reiny Station with trains from Baltimore to Wheeling, Parkersburg, &c.

Through tickest to the West can be had at the Washington Station Ticket Office at all hours in the day, as well as at the new office in the American Telegraph Building, Pennsylvania avenue, between Four-and-a-half and fixth streets.

For New York, Philadelphia, and Booton, see advortisement of "Through Line.

W. P. SMITH,

Master of Transportation.

General Ticket Agent, OCE, Co. S. KONTZ, Agent, oce of the control of the contro

NOTICE TO SOUTHERN TRAVELERS. THE OLD AND DIBECT LINE ENTIRELY COM-

STAGING ENTIRELY DISCONTINUED.

STAGING ENTIRENT DISCONTINUED.

50 MILES SHOETER AND 3 HOURS QUICKEE THAN BY ANY OTHER ROUTE.

THAN BY ANY OTHER ROUTE.

On and after MONDAY, September 25, the old and favorite line from WASHINOTON, via FERD-RICCKSHUEG, to HICHMOND, will be run TWICE DALLY, (Smaday nights excepted.) as follows:

The fast and commodious steamer KETPORT, Captain Frank Holtingshead, and G. VANDER, HILT, Captain A. L. Colmary, will leave the wharf, foot of Sixth street, Washington, twice daily, (Sunday nights excepted.), at 7 a. m., and 8.49 p. m., arriving at Aquin Greek by 10.50 a. m., and 12.35 p. m., arriving at Aquin Greek by 10.50 a. m., and 12.50 p. m., and thence by the Richmond, Fredericksburg, and Poissance Ealtroad, now entirely completed, to Richmond, and making connections with the Richmond and Peteraburg Railroad for Petersburg and poists south of Petersburg and onto the Petersburg and poists south of Petersburg and connection with the Richmond and Danville trains for Danville, Va., Greensboro', Saitebury, Charlotte, Raietgh, Co. SUNDAYS leave WASHINGTON at 7 a. m.

Chester, S. C.
On SUNDAYS leave WASHINGTON at 7 a. m.
only, and arrive in Richmond at 3, 25 p. m.
Baggage checked through to Richmond from
New York, Philadelphia, Baltimore and Washington, and accompanied by through baggage

several battis-fields near strong for the several battis-fields point.

Baggage will be checked from New York, PhilBaggage will be checked from New York, Philidelphia, and Baltimore to Washington, where it
will be met by the baggage masters of this line.

Breakfast and supper on board of steamers.

GEO. MATTING LY, Superintendent,
Washington, D. C.

W. D. GILKERISON, Agent,
Washington, D. C.

PHILADELPHIA, WILMINGTON, AND

at Wilmington, Perryville, Bavre-da-Grace, Abardeen, Perryman's, and Magnolia. Way Mail Train at 8.15 a. m., (Smadys ex-cepted.) for Baltimore, stopping at all regular stations, connecting with Delaware railroad at Wilmington for Milford, Salisbury, and interme-diate stations.

ons.
Train at 1.15 p. m., (Sundays expr Baltimore and Washington, stopping
r, Wilmington, Bikton, Perryville, Chester, Wilmington, Elkton, Perryville, d Havre-de-Grace. Express Train at 3.50 p. m., (Sundays ex-terpress Train at 3.50 p. m., (Sundays ex-pled.) for Baltimore and Washington, alopping Wilmington, Newark, Elkton, Northeast, cryville, Havre-de-Grace, Perryman's, and upunits.

Mignoila.

Might Express at 11.15 p. m., for Baltimors Might Express at 11.15 p. m., for Baltimors and Washington, stopping at Chester, (only to take Baltimore and Washington passengers will minington the Market Schotzee.

Passenger for Fortress Monroe will take the Fassenger for Fortress Monroe will take the ACCOMMODATION TRAINS—Stopping at all stations between Philadelphia and Wilmingstations are provided the Wilmingstations and W

rais. ODATION TRAINS—Stopping at all tween Philadelphia and Wilmington— Leave Philadelphia at 11.00 s. m., 4.00, 5.30 and 10.00 p. m. The 4.00 p. m. train cennets with Delaware Railroad for Milford and inter-

stations. Wilmington at 7. 15 and 9. 30 a. m., 2. 30 Op. m. UGH TRAINS FROM BALTIMORE — Wilmington at 12 m., 4. 24, 8. 33 and 9. 54 p. m. CHESTER FOR PHILADELPHIA—Leave Ches-ter at 8. 15, 10. 14 a. m., 12. 36, 3. 13, 4. 54, 7. 20

ter at 8, 15, 10, 14 a. m., and 9, 05 p. m. SUNDAY TRAINS.

Express Train at 4, 03 a. m. for Baitimore and Washington, stopping at Wilmington, Perry-ville, Havre-de-Grace, Aberdeen, Perryman's for Baitimore

ville, Havre-de-Grace, Aberdeen, Perryman's and Magnolla.

Night Express at 11.15 p. m. for Baltimore and Washington, stopping at Chester, for Baltimore and Washington passengers, l'Wlimington, Kewark, Ekkon, Borth-Hast, Perryville and Havre-de-Grace.

Accommodation Train at 10 p. m. for Wilmington and Way Stations.

Halfimore at 9.25 p. m. stopping at Havre-de-Grace, Perryville and Wilmington. Also stops at Rikton and Newark (to take passengers for Philadelphia and leave passengers from Washington of Baltimore, and Chester to leave passengers from Baltimore, and Chester to leave passengers from Baltimore, and Chester to leave passengers from Baltimore or Washing-ton.

Leave Wilmington for Philadelphia at 6.30 P. M. PEOM BALTIMORE TO PHILADELPHIA.

FROM Baltimore 3.50 a. in., Way Mail; 1.10 Leave Baltimore 4.20 p. in., Way Trala; 6.35 p. in., Express; 9.20 p. in., Express, PRAINS FOR BALTIMORE Leave Chester at 8.67 s. in., 1.60 and 11.30

P. m. Leave Wilmington at 5.13, 9.40 a. m., 2.25, 4.05 and 12.35 p. m. FREGHT TRAIN, with passenger car at-tached, will leave Wilmington for Perryville ediate stations at 7. 65 p. m. H. F. HENNEY, Superintendent.

WASHINGTON, D. C., WEDNESDAY EVENING, DECEMBER 20, 1865.

The Official Advertisements of all the Executive Departments of the Government are Published in this Paper by Authority of THE PRESIDENT.

BAILBOADS GREAT PENNSYLVANIA ROUTE TO

NORTH AND WEST.

FOUR DAILY TRAINS. WINTER SCHEDULE:

Leaving Washington at 3.30 and 7.30 p. m SLEEPING CARS ON ALL NIGHT TRAINS.

LOW PARE AND QUICK TIME.

Cars run through from Baltimore to Pitta-burgh, Erie or Elmira, without change.

AFFor Tickets and any information apply at the Office of the Great Pennsylvania Route, cor-ner Pennsylvania avenue and flixth street, under Sational Hotel, and Fourteenth afreet, corner of Pennsylvania avenue, opposite Willarde Hotel, Washington.

Buparintendent N. C. R. R.

B. J. WILKINS,

Takes Agent,

Ticket Agent,

Passenger and Ticket Agent, JNO. GILLETT, Passenger Agent. no20-tf

1864 ARRANGEMENTS 1864 NEW YORK LINES.

THE CAMDER AND AMBOY AND PHILADEL-PRIA AND TRENTON RAILEOAD COMPA-FROM PHILADELPHIA TO NEW YORK AND WAY PLACES. FROM WALNUT STREET WHARF AND

KENSINGTON DEPOT.

At 2 p. m., via Camden and Amboy—C. and
A. Express. 3.00
At 3 p. m., via Keanington and Jersey
City—Washington and N. Y. Express. 3.00
At 6½ p. m., via Keanington and Jersey
City—Kevaning Mail. 3.00
At 11½ p. m., via Keanington and Jersey
City—Southern Mail. 3.00
At 11½ (Night, via Keanington and Jersey
city—Southern Express. 3.00
At 15½ (Night, via Keanington and Jersey
city—Southern Express. 3.00
At 6 p. m., via Camden and Amboy—Accommodation (freight and passenger)
Let class ticket 2.25
The 8.16 p. m. Kvening Mail and the 1.30
(Night) Southern Express will ron delly, (all
others, Sandays excepted.)

PHILADELPHIA AND NEW YORK LINES. 13 m., and 2 p. m. Learn Kennington Depot at 11.15 a. m., 2.35, 4.30 and 6.45 p. m., and 12.50 a. m. (night.) The 6.46 p. m. line runs daily; (all others, tondays excepted.)

Philadelphia and New York Lines.

Prom foot of Cortland street at 7, 8, and 10 a.

"Trom foot of Cortland street at 7, 8, and 10 a.

"I am, 4 and 6 p. m., and 12 night.

The 6 p. m. line rune d. liy; (all others, Sundays excepted.)

W. H. GATZMER, Agent.

Philadelphia and New York Lines.

Philadelphia, Dec. 23, 1863.

1865 WINTER ARRANGEMENT. 1865

PENNSYLVANIA CENTRAL RAILROAD. TWELVE DAILY TRAINS.

On and after MONDAY, October 16, 1865, trains will leave the Union Passenger Depot, corner of Washington and Liberty streets, Pittaburgh, Pa., a follows:

Washington and Liberty streets, Financian, e. s., is follows:
DAY EXPRESS, daily except Sanday, at 2.60 a.
m., atopping at Johnstown, Concensually, Gallitten, Altoons, and all principal stations, and making direct connections at Harrisburg for New
York, Baltimore, and Washington, and at Philadelphia for New York, Boston, and intermediate ALTOONA ACCOMMODATION, daily excep-

ALTOONA ACCOMMODATION, Gally GAVE, Sindsy, at 6.50 a. m., stopping at all regular ata-tions between Pittsburgh and Altoona, and making close connection with trains on the Indians Branch, West Pennsylvania Railroad, Benesburgh and Cresson Railroad, and Hollidaysburg Branch Pittsburgh And Erik Mall, daily exceptions and the control of t PITTSBURGH AND ERIE MAIL, daily except Sinday, at 7.50 s.m., stopping only at Consmangl, dellisten, Altoons, and all principal stations, making direct connection at Harrisburg for New York, Baltimore, and Washington.

MAIL ACOMMODATION, daily (except Sunday) at 11.40 s.m., stopping at all regular stations between Pittaburg and Harrisburg, making connections with trains on the Elemburg and Gresson railroad and Hollidaysburg railroad.

PHILADELPHIA EXPRESS, daily at 4.25 p. m., stopping at Latrobe, Balarchile Intersection.

JOHNSTOWN ACCOMMODATION, daily (exopt Sunday) at 4.35 p.m., stopping at regular tations between Pittsburg and Commangh, and connecting at Bairwellie Intersection with trains in the Indiana Branch and West Pennsylvania

on the Indiana Branch and West Pennsylvania railroads.

FAST LINS, daily, except Sunday, at 2.50 p. in, atopping only at Cousmangh, Caliliren, Johnson, Hantingdon, Lewistows, Midlin, Newport, Marysville, Harrisburg, Middletown, Lancasier, and Downingtown, making connection at Harrisburg for New York, Baltimore and Washington, and as Philadelphia for New York, Rostom and intermediate points. Siesping cars run through in this train to Philadelphia and to New York on the Allentown route.

First Accommodation Train for Wall's Station leaves daily (except Sunday) at 5.00 s. m. Hecond Accommodation Train for Wall's Station leaves daily (except Sunday) at 5.00 s. m. Third Accommodation Train for Wall's Station leaves daily (except Sunday) at 5.00 s. m. Fourth Accommodation Train for Wall's Station leaves daily (except Sunday) at 5.00 p. m. Accommodation for Penn Station, stopping at all stations between Pittsburgh and Penn, at 10.50 p. m.

The Church Train leaves Wall's Station systems.

RAILROADS.

O ROAD.—THROUGH by RAIL FROM WASH-INGTON AND ALEXANDRIA TO RICHMOND AND LYNCHBURG. On and after FRIDAY On and after FRIDAY, September 1, 1865, the trains on this road will rnn as follows:

trains on this road will run as follows:

THAINS SOUTH.

Leave Washington at 7 a.m. and 5.30 p. m.
Leave Alexandria at 7.35 a.m. and 9 p. m.
Leave Alexandria at 7.35 a.m. and 9 p. m.
Leave Alexandria at 7.35 a.m. and 9 p. m.
Leave Gordonsville at 12.30 p. m. and 6.a.m.
Arrive at Richmond at 5 p. m. and 6 a.m.
TRAINS NORTH.

Leave Lynchburg at 6.45 a.m. and 7.15 p. m.
Leave Richmond at 7 a.m. and 7.15 p. m.
Leave Gordonsville at 12.30 p. m. and 12.30 a.m.
Arrive at Alexandria at 4.55 p. m. and 5.35 n.m.
On Sundays leave Washington at 5.30 p.m. only.
Local freight train heaves Alexandria at 4 a.m., arriving in Gordonsville at 11.45 s.m.
Leaves Gordonsville at 12.35 p. m. arriving in Gordonsville at 11.45 s.m.
Leaves Gordonsville at 12.35 p. m., arriving in Hexandria at 5 p. m.

Leaves Gordonsville at 12.35 p. m., arriving in Hexandria at 5 p. m.

m., arriving in cordonaville at 11.40 a. m., arriving in Leaves Gordonaville at 12.30 p. m., arriving in Alexandria at 5 p. ms.

Through Freight train leaves Alexandria at 3 a. m., arriving in Lyachburg at 7.10 p. m.

Leaves Lynchburg at 3.20 a. m., arriving in Alexandria at 6.10 p. m.

Passengers from Warrenton will take the 7 s. m. train south from Washington, and the 6.45 a. m. train north from Lynchburg.

Passengers by the 6.45 s. m. and 7.15 p. m. trains from Lynchburg, and the 7 s. m. and 7.15 p. m. trains from Lynchburg, and the 7 s. m. and 7.15 p. m. trains from Richmond connect with trains it Washington for all parts of the North and West.

aving a continuous rail from new Lyachburg, 405 miles.
It also passes through Fairfax, Bull Run, Manassas, Bristow, Calisti's, Rappahannock, Culpeper, Orange, and Gordonville, where many of the great battles of the late rebellion were

Avenue.
Trains leave the corner of First and C streets
Washington.
W. H. McCAFFERTY,

General Superintendent.

J. M. BROADIS,

General Passenger Agent. THROUGH LINE BETWEEN WASH-INGTON, PHILADELPHIA, AND NEW

WASHINGTON, October 29, 1885, sen Washington and New York are ow run as follows, viz:
FOR NEW YORK, without change of cars,
Leave daily (except Sunday) at 7.30 s. m., and
and 7.50 m.
FOR NEW YORK, changing cars at Philadel-

Leave dally (except Sunday) at 11.15 a. m., and 4.59 p.m. FOR PHILADELPHIA,
Leave daily (except Sunday) at 7.30 and 11.15 a. m., and 4.30 and 7.30 p.m.
ON SUNDAY.
Leave for Philadelphia at 7.30 p.m. only.
Leave for Philadelphia at 7.30 p.m. only.
Siceping cars for New York on 7.30 p.m. train and alley, except Sunday. On Sunday, train and alleying car run only to Philadelphia.
Through tickets to Philadelphia, New York, or Boston, can be had at the Station office at all hours in the day, as well as at the new office it the American Tolegraph building, Fennsylvania avenue, between Four-and-a-half and Sixth streets.

Treats,

Son Baltimore and Okio ralirend advertisement
for schedule between Washington, Baltimore
Annapolis, and the West.

Master of T. M. COLE.

General Ticket Agent,
GEO. S. KOONEZ.

4201, Washington.

WASHINGTON, ALEXANDRIA, AND GEORGETOWN RAILROAD COMPANY

CAPPEAL STOCK, \$500,000-SHARES, \$100 EACH. BOARD OF DIRECTORS:

Samnel M. Shoemaker, Keq., of Baltimore.
Robert W. Latham, Eeq., of New York city.
Joseph B. Stewart, Keq., of Washington, D. C.
Frederick, P. Stanton, Keq., of Washington, D. C.
Leonard Huyck, Eeq., of Washington, D. C.

OFFICERS:

President-Robert W. Latham, Eq.
Becretary-Juseph B. Biewart, Eq.
Tressurer-Leouard Huyck, Esq.
Superintending Agent and Recording try-Obear A. Slevens.

All communications referring to business control with said read should be addressed to iccretary, at the office of the Company, No. Jennsylvania avenne, Washington, D. C.

STEAMSHIPS. TLANTIC STEAMSHIP COMPANY

TO NEW YORK. The steamers comprising this line are the JOHN GIBSON. Captain YOUNG. E. C. KNIGHT. Captain MORRIS. FAIRPAX. Captain WINTERS.

Leaving Pier No. 12, North River, New York, every WEDNESDAY and SATURDAY, at 4 p. m., and foot of G street, Washington, D. C., every TUESDAY and FRIDAY, at 7 a. m.

and earefully kept under cover. The Steamers of this line now connect with Alexandria and Orange Railroad. Freight forwarded to any point along the line of the road.

-MORGAN, RHIAMART & CO., Car. Eleventh st. and Penu. ave., south side, and foot of d street, Washingtou, D. C. BOWEN, BEO, & CO., Alexandria, Va., H. B. CROMWELL & CO., S. West street. New York.

ASW ASHINGTON STRAMSHIP COMPANY, (OLD LINE,)

BRIWERS NEW YORK, ALEXANDRIA, WASHINGTON AND GEORGETOWN, D. C.
OCEAN STEAMERS
BALTIMORE, REBECCA CLYDE, AND EMPIRE,

IN COMMUNICATION WITH INLAND STRANGES GEORGE H. STOUT, MAY PLOWER, AND ANN BLIZA.

Regular Sailing Days TURSDAYS and FRIDAYS, at 12m., from foot of High street, Georgetown, and Pier 15, East River, (foot of Wall street), New York.

For freight or passage apply to—
C. P. HOUGHTON, Agent,
foot of High street, Georgetown,
M. ELDRIDGE & Co., Agents,
Prince Street Wharf, Alexandria,
JAMES HAND, Agent,
117 Wall Street, New York.

Freight received constantly and forwarded to all parts of the country with dispatch, at lowest rates.

CONGRESSIONAL PROCEEDINGS. [Continued from our Report of Yesterday.]

SENATE.

Mr. Wilson introduced a resolution calling upon the Secretary of War for information as to the number of Major and Brigadler Generals in the volunteer service, how and where mployed, &c. Adopted.

Mr. Anthony moved that the Chair ap-point the special committee on reconstruc-tion provided for by a recent resolution. Adonted.

Adopted.

Mr. Anthony offered a resolution that, until otherwise ordered, all papers relating to the question of representation of the States lately in rebellion be referred to the special committee of fifteen.

Mr. Cowan objected to the present consideration of the above, and it went over under the rules.

Mr. Cowan said a message had just been received from the President, in response to a resolution calling for information as to the condition of the States lately in rebellion.

condition of the States intelly in receilion. He called for the reading of that message. The message of the President was read: To the Senate of the United States: In reply to the resolution adopted by the Senate on the 12th instant, I have the honor to state that the rebellion waged by a por-tion of the people against the properly con-stituted authorities of the Government of the stituted authorities of the Government of the United States has been suppressed; that the United States are in possession of every State in which the rebellion existed; and that, as far as could be done, the courts of the United States have been restored, post offices re-established, and steps taken to put into effective operation the revenue laws of the country.

into effective operation the revenue laws of the country.

As the results of the measures instituted by the Executive, with the view of inducing a resumption of the functions of the States comprehended in the inquiry of the Senate, the people in North Carolina, South Caro-lina, Georgia, Alabama, Mississippi, Louisi-ana, and Tennessee have reorganized their respective State governments, and "are yielding obedience to the laws and Govern-ment of the United States" with more willingness and greater promptitude than, under the circumstances, could reasonably have been anticipated.

The proposed amendment to the Constitu-

under the circumstances, could reasonably have been anticipated.

The proposed amendment to the Constitution, providing for the abolition of slavery forever within the limits of the country, has been ratified by each one of those States with the exception of Mississippi, from which no official information has been received, and in nearly all of them measures have been adopted or are now pending to confer upon freedmen the privileges which are essential to their comfort, protection, and security. In Florida and Texas the peeple are making commendable progress in restoring their State governments, and no doubt is entertained that they will at an early period be in a condition to resume all of their practical relations with the Federal Government.

In "that portion of the Union lately in rebellion" the aspect of affairs is more promising than in view of all the circumstances could well have been expected. The people

bellion" the aspect of affairs is more promising than in view of all the circumstances
could well have been expected. The people
throughout the suitre South evince a laudable desire to renew their allegiance to the
Government, and to repair the devastations
of war by a prompt and cheerful return to
peaceful pursuits. An abiding faith is entertained that their actions will conform to
their professions, and that in acknowledging
to the supremore of the Constitution and their professions, and that in acknowledging to the supremacy of the Constitution and the laws of the United States their loyalty will be unreservedly given to the Government, whose leniency they cannot fall to appreciate, and whose fostering care will soon restore them to a condition of prosperity. It is true that in some of the States the demoralizing effects of the war are to be seen in occasional disorders; but there are local in character, not frequently recurrence, and moraising effects of the war are to be seen in occasional disorders; but these are local in character, not frequent in occurrence, and are rapidly disappearing as the civil authority is extended and sustained. Perplexing questions were naturally to be expected from the great and sudden change in the relations between the two races; but systems are gradually developing themselves under which the freedmen will receive the protection to which he is justly entitled, and, by means of his labor, make himself a useful and independent member of the community in which he has his home.

From all the information in my possession, and from that which I have recently derived from the most reliable authority, I am induced to cherish the belief that sectional animosity is surely and rapidly merging it-

nstant, requesting a report from me giving uch information as I may be possessed of coming within the scope of the inquiries ande by the Senate of the United States in their resolution of the 12th instant, I have

and historical points. Essential points. Serving within the scope of the Inquiries and Mark Ballon and District Serving Common and District Se

tection from the colored soldier. There is danger of collisions being brought on by such causes.

My observations lead me to the conclusion that the citizens of the Southern States are anxions to return to self-government within the Union as soon as possible; that whilst reconstructing, they want and require protection from the Government; that they are in earnest in wishing to do what they think is required by the Government not humiliating to them as citizens, and that if such a course was pointed out they would pursue it in good faith. It is to be regretted that there cannot be a greater commingling at this time between the citizens of the two sections, and particularly of those entrusted with the law-making power.

I did not give the operations of the Freedmen's Bureau that attention I would have done if more time had been at my disposal. Conversations on the subject, however, with officers connected with the bureau, lead me to think that in some of the States its affairs have not been conducted with good judgment or economy, and that the belief, widely spread among the freedmen of the Southern States, that the lands of their former owners will at least in part be divided among them, has come from the agents of the Southern States, that the lands of their former owners will at least in part be divided among them, has come from the sagents of the Southern States, that the lands of their former owners will at least in part be divided among them, has come from the sagents of the Southern States, that the lands of their former owners will at least in part be divided among them, has come form the Freedmen's Bureau is an absolute necessity until civil law is established and enforced, securing to the freedmen their rights and full protection. At present, however, it is independent of the military establishment of the country, and seems to be operated by the different agents of the bureau, made friends by the just and fair instructions and advice he gave; but the complaint in South Carolina was that when he left th by their own industry they must expect to live. To this end they endeavor to secure employment for them, and see that both con-tracting parties comply with their engage-ments. In some instances, I am sorry to say, the freedman's mind does not seem to be disabused of the idea that the freedman has the right to live without care or contra-

I met that they not only accepted the decision arrived at as final, but that now the smoke of battle has cleared away, and time has been given for reflection, that this decision has been a fortunate one for the whole country, they receiving the like benefits from the with those who opposed them in the field and in the council.

Four years of war (during which law was executed only at the polit of the bayonet the States in rebellion) have left throughout the States in rebellion) have left the people possibly in a condition not to yield that ready obedience to civil authority the American people have generally been in the people possibly in a condition not to yielding. This would render the presence of small garrisons throughout as the beautiful the American people have generally been in the people possibly in a condition not to yielding. This would render the presence of small garrisons throughout the States necessary until such time as labor returns to its proper channel, and oivil matherity is fully established I did not meet any one, either those holding places under the Government or citisens of the Southern States, who think it practicable to withdraw the military from the South as the visit occupying time and extending through the different States; and he has recorded the results in an elaborate docuntary to the country of the General Government. The white and the black mutually require the protection of the General Government.

There is such universal acquiescence in the authority of the General Government. There is such universal acquiescence in alor insists upon his motion I shall not ob

require the protection of the General Government.

There is such universal acquiescence in the authority of the General Government throughout the portions of the country visited by me, that the mere presence of a military force, without regard to numbers, is sufficient to maintain order. The good of the country, and economy, require that the force kept in the interior where there are many freedmen (elsewhere in the Southern States than at forts upon the seacoast no force is measured; should all be white troops. The reasons for this are obvious, without mentioning many of them. The presence of black troops, lately slaves, demoralizes labor, both by their advice and by furnishing in their camps a resort for the freedmen for long distances around. White troops generally excite no opposition, and therefore a small number of them can maintain order in a given district. Colored troops must be kept in bodies sufficient to defend themselves. It is not the thinking men who would use violence toward any class of troops sent among them by the General Government, but the light of the country, was not read, but ordered to libe of the country, was not read, but ordered to libe decuments sent to the Senate were to prevail the force of the country, was not read, but ordered to libe decuments sent to the Senate were to prevail the force of the country, was not read, but ordered to all be decuments sent to the Senate were to prevail the force of the country, was not read, but ordered to all be decuments sent to the Senate were to prevail the senate and the senate were to prevail the senate senate to the Senate were to prevail the senate senate to the Senate were to prevail the senate senate to the Senate were to prevail the senate senate to the Senate were to prevail the senate senate to the Senate were to prevail the senate senate to the Senate were to prevail the senate senate to the Senate were to prevail the senate senate to the Senate were to prevail the senate senate to the Senate were to prevail the senate senate to the S

so is the enormity of the present time more than the enormity of the days of Franklin

Pierce.

Mr. Dixon. The Senator from Massachusetts says the enormities in the States lately in rebellion are greater than those of Kansas in former days. I beg leave to remind that Senator that that is not precisely the question raised by the Senator from Wisconsin. There is no question here as to the misconduct of anybody in Kansas or in the Southern States. The charge has been directly made in the Senate that the President of the United States has sent in a whitewashed report with regard to these enormities. Now, sir, I cannot pass that in silence. What is a whitewashed report? It is a report intended to cover up by fallebood and misstatements certain facts. That is a whitewashed report. Now, sir, as a friend of the President, and I profess no exclusive or peculiar friendship for him, I cannot sit quietly and listen in silence to such charges. I sustain the policy of the President, as I understand it, not because it is right. I believe in the truth of the statements be has made, and, although he needs no defence, I cannot suffer such charges to go to the country without a protest.

Mr. Doolittle. Whether the President's Pierce.
Mr. Dixon. The Senator from Massachu

ind from the most reliable authority, adved to cherish the belief that sectional animosity is surely and rapidly merging itself into a spirit of nationality, and that representation, connected with a property adjusted system of taxation, will result in a harmonlous restoration of the relations of the States to the National Union.

The report of Carl Schurz is berewith transmitted, as requested by the Senate. No reports from the Hon, John Corode have been received by the President. The attention of the Senate is invited to the accompany to the Senate is invited to the accompany to the Senate is invited to the accompany to the Senature of the Senate is invited to the accompany to the Senature of the Senate is invited to the accompany to the Senature of the S in a day, and therefore the freedmen require for a few years not only laws to protect them to the United States falsehood, in subtance, by saying his message is a white washing report. He charges him with a want of rely.

The Freedmen's Bureau being separated from the military establishment of the country, requires all the expense of a separate organization. One does not necessarily know what the other is doing, or what orders they are acting under. It seems to me this could be corrected by regarding every officer on duty with troops in the Southern States as agents of the Freedmen's Bureau, and then have all orders from the head of the Bureau sent through department commanders. This would enset a responsibility that would seem are other in the south; would reside the orders and instructions from the head of the Bureau being care uniformity of action throughout the South; would relieve from duty and pay a large number of employees of the Government.

THE NATIONAL REPUBLICAN

Mall enbeeribere, \$6.00 per sanum; \$2.50 for

Single copies, 5 cents.
THE WEEKLY NATIONAL REPUBLICAN IS PRO-Habed every Friday morning: One copy one year, \$2; Three copies one year, \$5.00; Ten copies one year, \$15.00.

was in the character of the document read and that I characterised componitionsly as a whitewashing document. Then my honora-ble friends rose one after the other, and, like two lexicographers, proceeded to give a defi-nition of the word whitewash. I do not ac-

two lexicographers, proceeded to give a definition of the word whitewash. I do not accept their definition.

I intended ne such meaning as either the
Senator from Connecticut or the Senator
from Wisconsin has attempted to give. I
have no reflection to make on the patriolism
or the truth of the President of the United
States. Neverin public or in private have I
made any such reflection, and I do not begin
now. When I spoke, I spoke of a document
that had been read at the desk, and I characterized it as I thought it ought to be charseterized. My memory goes back in this
Chamber further than that of many I see
about me. I remember that other scene
when a whitewashing message did come into
this body from Franklin Pierce. We all at
that time called it a whitewashing report,
and I am not aware that any one then on the
other side undertook what my honerable
friends from Wisconsin and from Connection
have undertaken here to-day. We all felt triends from wisconsin and from Connection; have undertaken here to-day. We all felt then that Mr. Pierce's message was a white-washing document. I simply undertook to-day, after hearing the document read at the desk, to characterise it as the patriotic party of 1856 characterized the message of Franklin Pierce.

of 1856 characterized the message of Franklin Pierce.

Mr. Dixon. I am glad to hear the disclaimer now made by the Senator from Massachusetts, although he declared he had no explanation to make, and nothing to retract. He now says he did not use the word in the sense in which it is always understood. Very well. If he thinks the word "whitewahing" a proper term to apply to the message of the President, and means nothing by it, I am content to allow him to give his own definition. I had understood the word to mean what I have indicated, and what the common sense of most men understand by it. But, as the Senator is skilled in lexicography, I will not object to his applying his own definition to the term, generally considered soffensive.

Mr. Trumbull rose to ask that this debate.

Mr. Trumbull rose to ask that this debate

offensive.

Mr. Trumbull rose to ask that this debate cease. It was not his province to criticise nor remark upon the expression of opinion which Senators had thought proper to induge in, but it did seem to him that a contriversy had arisen which was not calculated for the public interest or welfare.

The question was then stated by the Chair to be on the motion of Mr. Sherman to print the report of Gen. Schurz with the other documents. It was carried.

Mr. Wade presented a resolution calling for the report of Gen. Howard on the condition of the freedmen; which was adopted.

Mr. Cowan rose to withdraw his objection to Mr. Anthony's resolution, to refer all papers on the subject of representation of States lately in rebellion to the special committee of fifteen, and the Chair stated that objection being withdrawn the resolution on the adoption was put;

The Columbra resolution to was effected by Mr.

on the adoption was put; The following resolution was offered by Mr Sprague, and agreed to:

Resolved, The House concurring, that the
Committee on Manufactures of the respective
houses inquire if the tax from the internal
revenue act upon the products of the domestic manufactures is greater than the duty,
premium in gold, expenses of exchange and
transportation upon similar products imported; and if thereby the foreign product is
entered for consumption upon more favorable
terms than the domestic product, to report a
remedy by bill or otherwise.

The Sonate then went into Executive ass.

ion, and soon after adjourned.

HOUSE OF REPRESENTATIVES. Mr. Morrill introduced a bill to incorporate the Potome Navigation and Transport ation Company of the District of Columbia. It provides that S. W. Riggs, H. D. Cook, R. A. Shina, and others, citizens of the District of Columbia, be created a body corporate, under the above title, with power to open books of subscription in the city of Washington, after giving thirty days' motice in one or more of the daily papers of said city. It provides that the capital stock of said company shall be not less than \$500.000 nor more than \$2,000.000, in shares of \$100 each, and when 1,000 shares of said stock have been taken, and 10 per cent, paid in to some person authorized to receive the same, it shall be his duty to call a meeting of the stockholders, after giving twenty days notice in the manner stated above. There shall be seven directors, four of them resident of the District of Columbia.

The meeting of the stockholders for the Mr. Morrill introduced a bill to incorpo